

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB15D

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CHEVIOT CODE# 061-14128

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/99

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791-1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: WASHINGTON AVENUE IMPROVEMENTS

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$226,458.00  
☐ 2. Loan \$  
☐ 3. Loan Assistance \$

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 377,430.00 FUNDING REQUESTED: \$ 226,458.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 226,458.00 LOAN ASSISTANCE: \$

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

☒ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C /C  
Local Participation %  
OPWC Participation %  
Project Release Date: / /  
OPWC Approval:

APPROVED FUNDING: \$  
Loan Interest Rate: %  
Loan Term: years  
Maturity Date:  
Date Approved: / /  
SCIP Loan RLP Loan

## 1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:	\$ <u>          .00</u>	<u>                    </u>
Preliminary Design	\$ <u>          .00</u>	
Final Design	\$ <u>          .00</u>	
Bidding	\$ <u>          .00</u>	
Construction Phase	\$ <u>          .00</u>	
Additional Engineering Services *Identify services and costs below.	\$ <u>          .00</u>	<u>                    </u>
b.) Acquisition Expenses:		
Land and/or Right-of-Way	\$ <u>          .00</u>	<u>                    </u>
c.) Construction Costs:	\$ <u>    343,118.00</u>	<u>                    </u>
d.) Equipment Purchased Directly:	\$ <u>          .00</u>	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u>          .00</u>	
f.) Construction Contingencies:	\$ <u>    34,312.00</u>	
g.) TOTAL ESTIMATED COSTS:	\$ <u>    377,430.00</u>	

\*List Additional Engineering Services here:  
Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>  37,743.00</u>	<u>  10%</u>
c.) Other Public Revenues	\$ <u>          .00</u>	<u>          </u>
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>MRF (2000)</u>	\$ <u>  113,229.00</u>	<u>  30%</u>
<b>SUBTOTAL LOCAL RESOURCES:</b>	<b>\$ <u> 150,972.00</u></b>	<b><u>  40%</u></b>
d.) OPWC Funds		
1. Grant	\$ <u>  226,458.00</u>	<u>  60%</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
<b>SUBTOTAL OPWC RESOURCES:</b>	<b>\$ <u>  226,458.00</u></b>	<b><u>  60%</u></b>
e.) <b>TOTAL FINANCIAL RESOURCES:</b>	<b>\$ <u> 377,430.00</u></b>	<b><u> 100%</u></b>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#                                  Sale Date:                                   
 STATUS: (Check one)  
     Traditional                                   
     Local Planning Agency (LPA)                                   
     State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: WASHINGTON AVENUE IMPROVEMENTS

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

Washington Avenue is a north-south street near the center of the City. The section presented for funding is from Harrison Avenue on the south, to Westwood Northern Boulevard on the north. (See Location Map).

PROJECT ZIP CODE: 45211

#### B: PROJECT COMPONENTS:

Street Rehabilitation consisting of: Complete curb replacement and drive apron replacement; wearing course removal to reduce crown; pavement base/joint repair; asphalt leveling course (3/4" average thickness); full width pavement fabric; 2" asphalt surface course; curb ramp replacement/installation as required; reconstruction of existing street inlets as required. Increase the width of road between Homelawn and Smith from 25' B/B to 31' B/B (3' each side); and new pavement markings.

#### C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The total length of Washington Avenue under consideration is 3,020 feet. Width varies as follows:

Harrison to Homelawn - 2,280' x 40' wide, 4 lanes (2 driving and 2 parking).

Homelawn to Smith - 590' x 25' wide (2 lanes with parking on one side).

Smith to Boulevard - 170' x 25' wide (2 lanes, no parking).

#### D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Washington Avenue serves as a minor collector street between the two arterials Harrison Avenue and Westwood Northern Boulevard. Current ADT (1995) is 4,008 vpd.

Road or Bridge: Current ADT 4,008 Year: 1995 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

### 2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years Curb and Inlets 15 Years Asphalt Resurfacing

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 377,430.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02 / 07 / 00</u>	<u>06 / 02 / 00</u>
4.2 Bid Advertisement and Award:	<u>07 / 10 / 00</u>	<u>08 / 01 / 00</u>
4.3 Construction:	<u>09 / 04 / 00</u>	<u>05 / 31 / 01</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ N/A /</u>	<u>/ N/A /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER Honorable J. Michael Laumann  
TITLE Mayor  
STREET City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-2128  
E-MAIL \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER Mr. Daniel T. Murphy  
TITLE Auditor  
STREET City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-2128  
E-MAIL \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE Mr. Steven O. Neal  
STREET Safety Service Director  
City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-5854  
E-MAIL \_\_\_\_\_

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Steven O. Neal, Safety Service Director

Certifying Representative (Type or Print Name and Title)

Steven O. Neal 9-15-99

Signature/Date Signed

# CDS Associates, Inc.

SCIP

Project: WASHINGTON AVENUE  
PRELIMINARY OPINION OF CONSTRUCTION  
CITY OF CHEVIOT, OHIO

Date: Sep-13-99  
Project #: 99007-07

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	Curb Removal, including Sawcutting and Excavation	6,053	LF	\$6.00	\$36,318.00
2	202	Remove Existing Catch Basin / Inlet	4	EA	\$200.00	\$800.00
3	203	Excavation	170	CY	\$20.00	\$3,400.00
4	203	Subgrade Compaction	550	SY	\$2.00	\$1,100.00
5	252	Full Depth Pavement Repair	525	SY	\$35.00	\$18,375.00
6	254	Wearing Course Removal - 2"	12,275	SY	\$1.50	\$18,412.50
7	301	Bituminous Aggregate Base	70	CY	\$55.00	\$3,850.00
8	403	Asphalt Leveling Course (3/4" AVG.)	280	CY	\$65.00	\$18,200.00
9	404	Asphalt Wearing Course - 2"	675	CY	\$65.00	\$43,875.00
10	407	Tack Coat (0.10 Gal./S.Y.)	1,230	GAL	\$1.00	\$1,230.00
11	452	7" Concrete Driveway Aprons (Including Removal of Unclassified Material)	5,750	SF	\$5.00	\$28,750.00
12	603	12" Conduit Type B, Class 3, 706.02 (RCP)	34	LF	\$55.00	\$1,870.00
13	604	CB-3, Double Gutter Inlet	4	EA	\$1,200.00	\$4,800.00
14	604	Inlets and Catch Basins Reconstructed to Grade	18	EA	\$750.00	\$13,500.00
15	604	Bricks and Mortar	18	EA	\$300.00	\$5,400.00

# CDS Associates, Inc.

SCIP

Project: WASHINGTON AVENUE

PRELIMINARY OPINION OF CONSTRUCTION

CITY OF CHEVIOT, OHIO

Date: Sep-13-99

Project #: 99007-07

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		Manholes and Chambers Adjusted to Grade with Rings (Labor and Material)	2	EA	\$100.00	\$200.00
16	604					
17	605	4" Unclassified Pipe Underdrain	70	LF	\$15.00	\$1,050.00
18	608	Concrete Sidewalk - Remove and Replace	2,940	SF	\$5.00	\$14,700.00
19	608	Curb Ramps	17	EA	\$150.00	\$2,550.00
20	609	Concrete Curb, Type 6	6,040	LF	\$12.00	\$72,480.00
21	614	Traffic Maintenance	1	LS	\$6,000.00	\$6,000.00
22	621	Pavement Markings	1	LS	\$3,000.00	\$3,000.00
23	653	Topsoil Furnished and Placed (4" AVG. Depth)	290	CY	\$30.00	\$8,700.00
24	659	Seed, Fertilize and Mulch	2,685	SY	\$1.00	\$2,685.00
25	1101	Fittings	50	LF	\$100.00	\$5,000.00
26	1110	Concrete Class "C"	1	CY	\$200.00	\$200.00
27	1112	Furnishing and Installing 6" Fire Hydrant	2	EA	\$2,000.00	\$4,000.00
28	1114	Removing Existing Fire Hydrants	2	EA	\$500.00	\$1,000.00
29	1125	Resetting Existing Valve Boxes, Complete	13	EA	\$100.00	\$1,300.00
30	1131	Hauling and Installing Curb and Roadway Boxes	13	EA	\$150.00	\$1,950.00

# CDS Associates, Inc.

SCIP

Project: WASHINGTON AVENUE  
PRELIMINARY OPINION OF CONSTRUCTION  
CITY OF CHEVIOT, OHIO

Date: Sep-13-99  
Project #: 99007-07

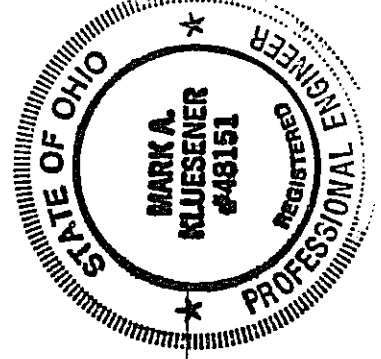
Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
31	SPL	*Extend Downspout Drain Beyond Plan Detail Limit With 3" Schedule 40 PVC Pipe	6	LF	\$15.00	\$90.00
32	SPL	Downspout Replacement as per Plan (3 LF Section)	2	EA	\$50.00	\$100.00
33	SPL	Full Width Pavement Fabric (PETROMAT or Approved	12,155	SY	\$1.50	\$18,232.50
		TOTAL				\$343,118.00
		CONTINGENCIES @ 10%±				\$34,312.00
		TOTAL				\$377,430.00

USEFUL LIFE: UPON THE COMPLETION OF DETAILED PLANS AND SATISFACTORY COMPLETION OF WORK, THE USEFUL LIFE FOR THIS PROJECT WILL BE 20 YEARS FOR THE CURB AND INLET WORK, AND 15 YEARS FOR THE ASPHALT RESURFACING.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON COMPLETION OF DETAILED PLANS AND RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

*Mark A. Kluesener* 9-15-99

Mark A. Kluesener, P.E.  
CITY ENGINEER, #48151





# City of Cheviot, Ohio

OFFICE OF THE SAFETY-SERVICE DIRECTOR

City Hall

STEVEN O. NEAL  
SAFETY-SERVICE DIRECTOR

## CERTIFICATION OF FUND

Concerning the **Washington Avenue Improvement Project**, the City of Cheviot will contribute **\$37,743.00** towards the project, an amount equal to 10% of the project cost.

I hereby certify the \$37,743.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

The City of Cheviot has applied for a grant of **\$113,229.00** from Municipal Road Funds as an additional 30% local share toward the State Capital Improvement Funding application for a total local share of 40% (see attached MRF application).

Daniel T. Murphy  
Auditor  
City of Cheviot, Ohio

Steven O. Neal  
Safety-Service Director  
City of Cheviot, Ohio

## MEMO

**TO:** Mr. William Brayshaw, P.E., P.S.  
Chairman, District 2 Committee

**FROM:** Mark A. Kluesener, City Engineer *M.A.K.*  
City of Cheviot

**DATE:** September 9, 1999

**RE:** **Certification of Local Funds**  
**Washington Avenue Improvements**

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The City of Cheviot has applied for a grant of \$113,229.00 from Municipal Road Funds to serve as 30% of the local share of the State Capital Improvement Program funding application.

The City will also provide 10% matching funds from government funds, for a total local share of 40% (see attached certification).

## PROJECT APPLICATION - MUNICIPAL ROAD FUND

**INSTRUCTIONS:**     Use one form for each project.  
                              Assign priority to projects.  
                              The application cost estimate shall be prepared: By the Municipality's  
                              Engineer or a Registered Engineer of the Municipality's choosing.  
                              Submit before August 6.

- (1)     Municipality City of Cheviot
- (2)     Road Name Washington Avenue
- (3)     Project Limits From Harrison to Westwood Northern Boulevard
- (4)     Project Priority (1) 2000
- (5)     Present Roadway Data:
- (a) Pav't. Width 25' - 40' B/B (b)            R/W Width 60' (c) Curb Type Concrete
- (d) Type Surface Asphalt     (e)     Type Base Conc. & Maca. (f) Shldr. Type None
- (g) Shldr. Width N/A            (h)     Year Last Resurfaced 1973
- (6)     **Present condition of project area:** List deficiencies and reasons for improvement.  
          Curbs are badly deteriorated and have little reveal due to past overlays. Asphalt surface is deteriorated with areas of alligating, some rutting in the driving lanes. Joint deterioration occurring in base concrete pavement. Section between Homelawn and Smith is of substandard width for parking on one side and two-way traffic (25' B/B). Improvements needed to correct these deficiencies and prevent accelerated future deterioration.
- (7)     **Project description or statement of work to be done:** Include width and type of new pavement and other project particulars.  
          Wearing course removal and variable thickness leveling course to reduce crown; base/joint repairs as required; full width pavement fabric and resurfacing with 2" - 404 to match existing pavement width. Curb and drive apron replacement; new pavement markings; and repair/install curb ramps as required. Widen section from Homelawn to Smith from 25' B/B to 31' B/B (3' each side).

**CITY OF CHEVIOT  
STATE OF OHIO**

**RESOLUTION NO. 99 - 20**

**TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND A PROJECT MANAGER; TO SUBMIT THE NECESSARY APPLICATION FOR THE STATE CAPITAL IMPROVEMENT PROGRAM; TO EXECUTE A PROJECT AGREEMENT FOR THE 1999 - 2000 FISCAL YEAR; AND TO DECLARE AN EMERGENCY.**

**WHEREAS**, the City of Cheviot desires to participate in funding for city road improvement projects through the State Capital Improvement Program;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CHEVIOT, STATE OF OHIO, THREE-FOURTHS OF ALL MEMBERS THEREOF CONCURRING, THAT :**

Section 1. For purposes of the State Capital Improvement Program :

- a) the Mayor of the City of Cheviot shall be its Chief Executive Officer,
- b) the Auditor of the City of Cheviot shall be its Chief Financial Officer,
- and
- c) the Safety-Service Director of the City of Cheviot shall be its Project Manager.

Section 2. The Mayor is hereby authorized to submit the necessary application to the District 2 (Hamilton County) Public Works Integrating Committee for SCIP funds for the following projects :

- a) Appelgate improvements, from the East corporation line to Robb Avenue;
- b) Washington Avenue improvements, from Harrison Avenue to Westwood Northern Boulevard.

Section 3. In the event that the City of Cheviot is awarded said funds, the Mayor is authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

Section 4. This resolution is hereby declared to be an emergency for the health, safety, and welfare of the citizens of Cheviot and shall take effect immediately. The emergency is necessary in order to allow the application to proceed without delay.

Samuel D. Keller  
Samuel D. Keller  
President of Council

9/7/99  
Date passed

J. Michael Laumann  
J. Michael Laumann  
Mayor

9/7/99  
Date approved

Attest :

Matthew E. Meyer  
Matthew E. Meyer  
Clerk of Council

APPROVED AS TO FORM:

Mark G. Waters  
MARK G. WATERS  
LAW DIRECTOR

Daniel T. Murphy  
Daniel T. Murphy  
Auditor

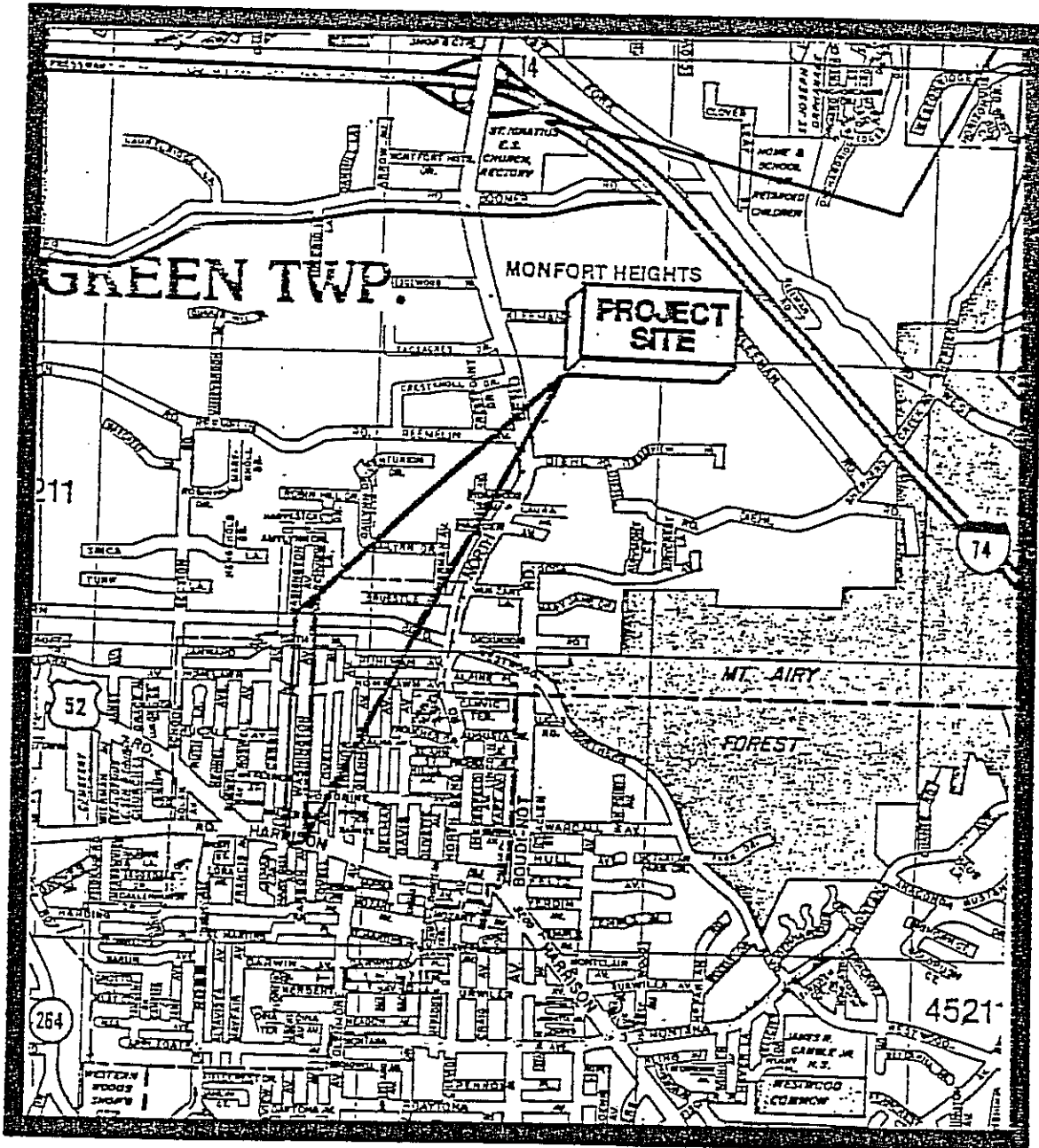
CERTIFICATION OF PUBLICATION

I, Matthew E. Meyer, Clerk of the Council of the City of Cheviot, Ohio, hereby certify that the foregoing ordinance, or a succinct summary, was published in the Western Hills Press, a newspaper of general circulation in the City of Cheviot, Ohio, in accordance with section 731.21 of the Ohio Revised Code, on the following dates :

- 1) \_\_\_\_\_, 1999, and
- 2) \_\_\_\_\_, 1999.

Matthew E. Meyer  
Matthew E. Meyer  
Clerk of Council

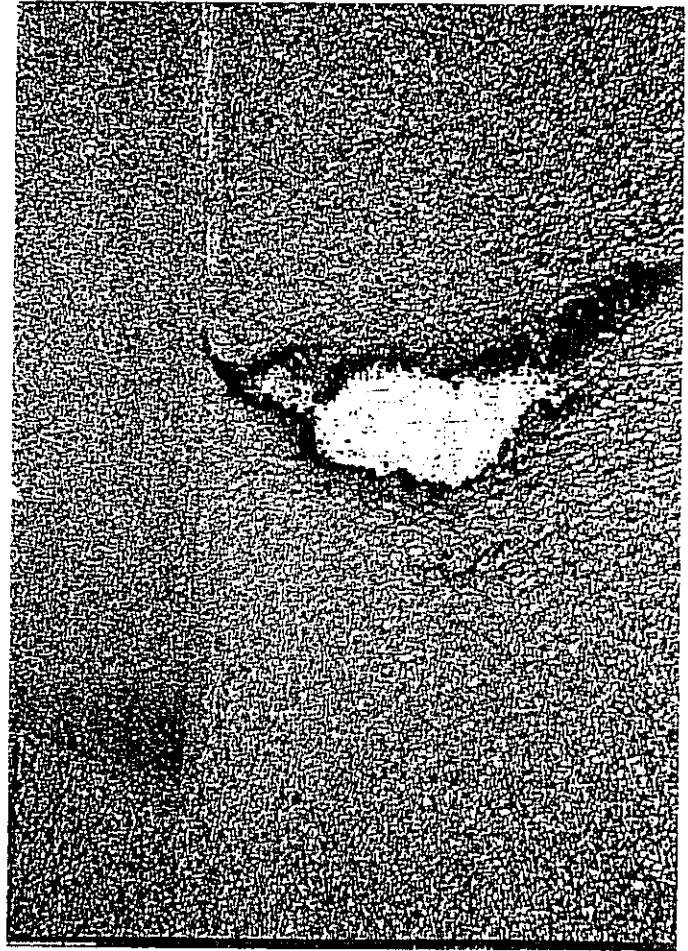
# VICINITY MAP



# WASHINGTON AVENUE IMPROVEMENTS

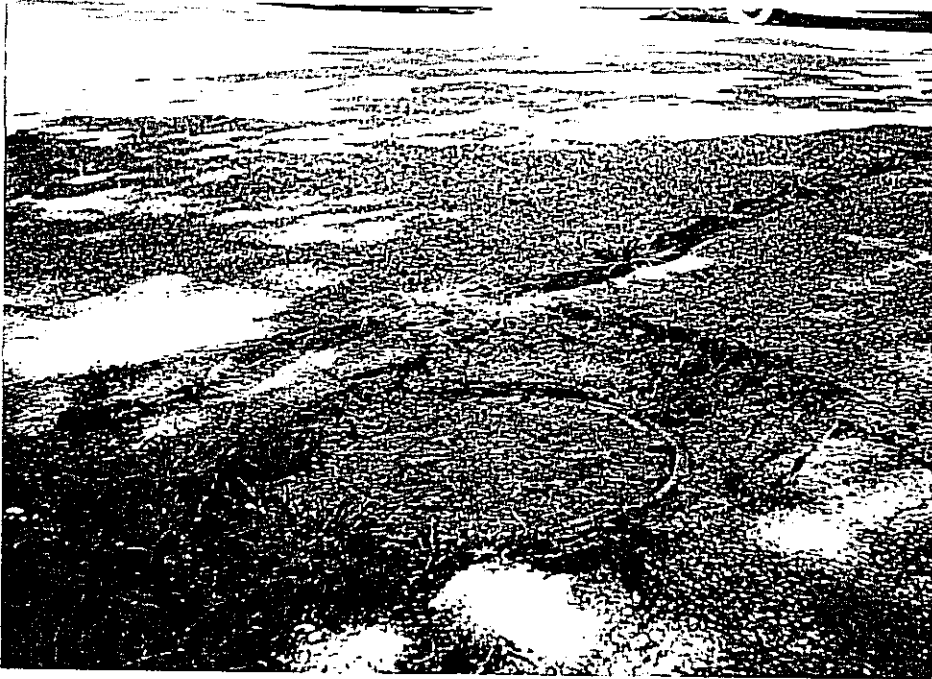
*SURFACE COURSE FAILURE EXPOSING CONCRETE  
BASE PAVEMENT.*

*ADDRESS:  
4018 WASHINGTON AVENUE*



*ROAD SURFACE IS CRACKING  
ALONG DETERIORATED  
JOINTS IN BASE CONCRETE  
PAVEMENT. ROAD WIDTH IN  
THIS ONE BLOCK STRETCH IS  
25' B/B CURB.*

*ADDRESS:  
4059 WASHINGTON AVENUE*

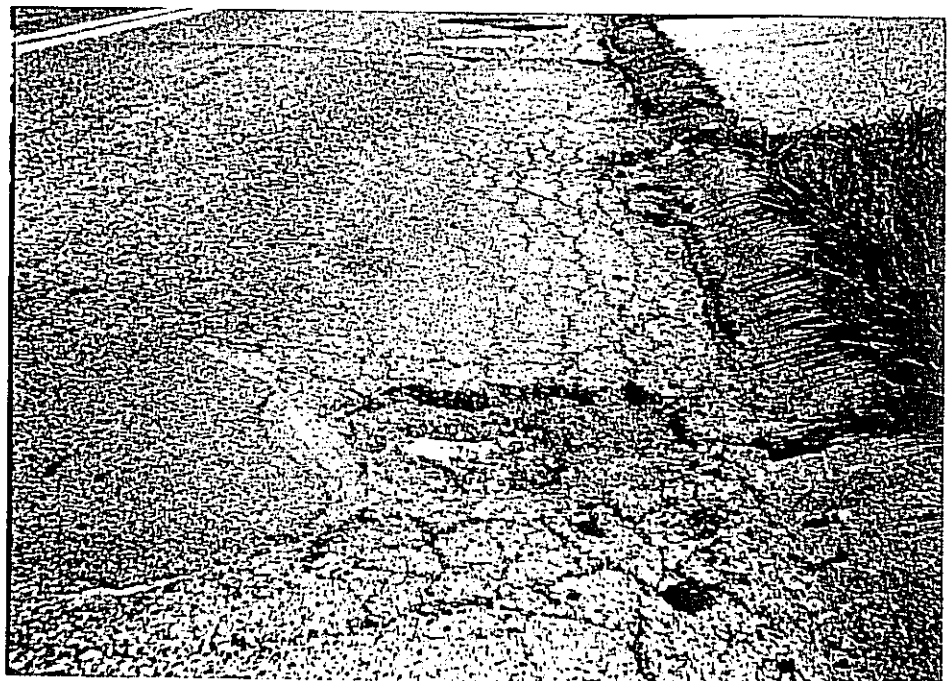


*MANHOLE SETTLED BELOW  
ROAD ELEVATION.*

*ADDRESS:  
3955 WASHINGTON AVENUE*

*ALLIGATOR CRACKING AND LOSS OF  
ASPHALT SURFACE CREATING "POT  
HOLES".*

*ADDRESS:  
4014 WASHINGTON AVENUE*



*EXCESSIVE ROADWAY CROWN.  
CROWN HAS AN ELEVATION +2'  
HIGHER THAN CURB.*

*ADDRESS:  
3977 WASHINGTON AVENUE*



*DOUBLE STORM SEWER INLET  
NEEDS TO BE RESET. PAVEMENT  
IS DETERIORATING AT EDGE OF  
INLET. NOTE EXCESSIVE CROSS-  
SLOPE.*

*ADDRESS:  
3953 WASHINGTON AVENUE*

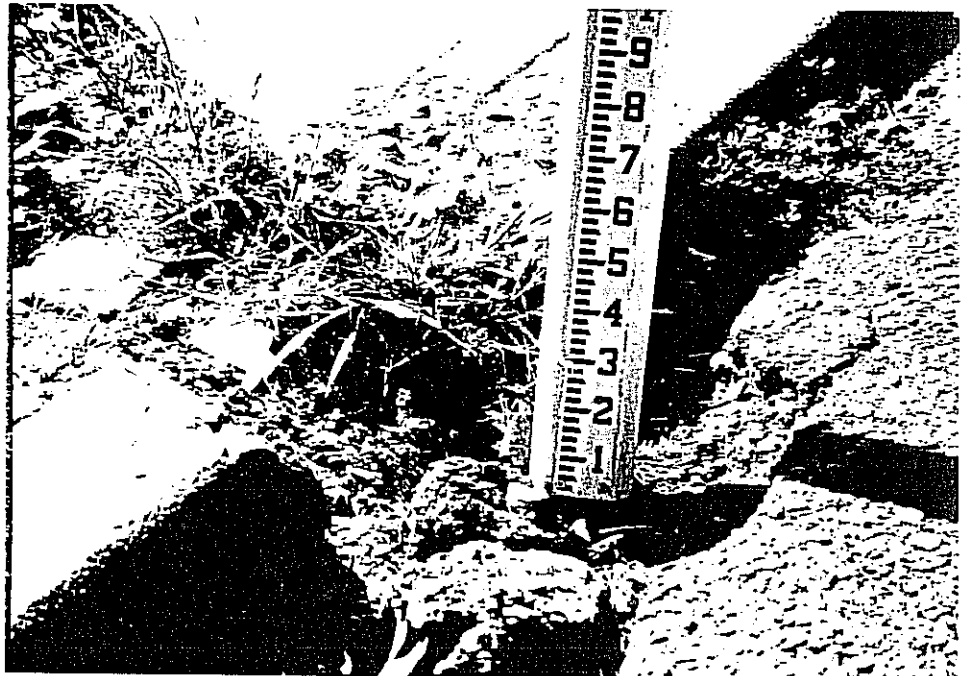


*CURB DETERIORATION WITH  
MISSING SECTIONS..*

*ADDRESS:  
3832 WASHINGTON AVENUE*

*CURB DISINTEGRATION AT  
DRIVEWAY APRON. PAVEMENT  
SURFACE HAS DISINTEGRATED  
LEAVING 3-1/2" HOLE.*

*ADDRESS:  
3952 WASHINGTON AVENUE*



That there be appropriated from the SHADE TREE TRUST FUND:

204 - SHADE TREE TRUST FUND

04.302.249.3 Park Improvements ..... \$ 700.

TOTAL SHADE TREE TRUST FUND ..... \$ 700.

Sec. 8. That there be appropriated from the MOTOR VEHICLE TAX FUND:

205 - MOTOR VEHICLE TAX FUND (Permissive Road Tax)

205.601.234.1 PMVT Street Construction & Reconstruction ..... \$ 125,000.

205.606.234.1 PMVT Parking Lots ..... \$ 0

205.608.244.1 PMVT Equipment < 5 Years ..... \$ 0

TOTAL MOTOR VEHICLE TAX FUND ..... \$ 125,000.00

Sec. 9. That there be appropriated from the DRUG OFFENSE FUND:

206 - DRUG OFFENSE FUND

206.101.239.3 Law Enforcement - Contract ..... \$ 692.03

206.101.249.3 Enforcement Incidentals ..... \$ 0

206.903.270.1 Other Uses ..... \$ 0

TOTAL DRUG OFFENSE FUND ..... \$ 692.03

Sec. 10. That there be appropriated from the CRIME PREVENTION FUND:

207 - CRIME PREVENTION

207.101.239.3 Contract Incidentals ..... \$ 0

207.101.249.3 Supplies & Materials ..... \$ 9,781.12

TOTAL CRIME PREVENTION ..... \$ 9,781.12

Sec. 11. That there be appropriated from the CRIMINAL ACTIVITY/FORFEITURES FUND:

208 - CRIMINAL ACTIVITY/FORFEITURES

208.101.239.3 Contract Incidentals ..... \$ 9,074.95

208.101.249.3 Incidentals ..... \$ 0

TOTAL CRIMINAL ACTIVITY/FORFEITURES ..... \$ 9,074.95

Sec. 12. That there be appropriated from the ENFORCEMENT AND EDUCATION FUND:

210 - ENFORCEMENT AND EDUCATION FUND

210.101.239.3 Contract Incidentals ..... \$ 5,154.08

210.101.249.3 Incidentals ..... \$ 0

TOTAL ENFORCEMENT AND EDUCATION FUND ..... \$ 5,154.08

d. That there be appropriated from the CITY HALL SPECIAL ASSESSMENT FUND:

303 - CITY HALL SPECIAL ASSESSMENT FUND

303.801.261.1	Principal .....	\$ <u>80,000.</u>
303.802.262.1	Interest .....	\$ <u>47,200.</u>
303.803.234.1	Professional Services .....	\$ <u>1,000.</u>
303.803.234.2	A T & T Fees .....	\$ <u>2,000.</u>
TOTAL FOR CITY HALL SPECIAL ASSESSMENT FUND .....		\$ <u>130,200.00</u>

Sec. 19. That there be appropriated from the FIRE APPARATUS FUND:

304 - AUTO EQUIPMENT FUND

305.801.261.1	Principal .....	\$ <u>58,890.25</u>
305.802.262.1	Interest .....	\$ <u>15,037.39</u>
TOTAL FOR FIRE APPARATUS FUND .....		\$ <u>73,927.64</u>

Sec. 20. That there be appropriated from the 3 MIL FUND:

401 - 3 MILFUND

401.601.234.1	Contractual Services .....	\$ <u>179,000.</u>
TOTAL FOR 3 MIL FUND .....		\$ <u>179,000.00</u>

Sec.21. That there be appropriated from the WOODBINE AVENUE NON ASSESSMENT FUND:

Sec. 22. That there be appropriated from the SEWERS AND RELIEF SEWERS FUND:

501 - SEWERS AND RELIEF SEWERS FUND

501.506.234.1	Repairs by Contact .....	\$ <u>0</u>
501.506.239.1	Misc. Supplies & Material .....	\$ <u>0</u>
TOTAL FOR SEWERS AND RELIEF SEWERS FUND .....		\$ <u>0</u>

## **CITY OF CHEVIOT**

### **NOTE ON FINANCIAL STATEMENT**

The City of Cheviot Financial Statement included herein is for 1997. The City is currently switching to a GAAP Accounting System and a 1998 Financial Statement is not yet available.



STATE OF OHIO  
OFFICE OF THE AUDITOR  
JIM PETRO, AUDITOR OF STATE

CASH BASIS SUMMARY FINANCIAL REPORT  
FOR THE FISCAL YEAR ENDED DECEMBER 31, 19 97  
CHEVIOT CITY/VILLAGE HAMILTON COUNTY

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NON-EXPEND. TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM C
RECEIPTS	REVENUE RECEIPTS:		OPERATING REVENUES:			
Local Taxes	2,277,284	58,201				2,335,485
Intergovernmental Revenue	179,822					179,822
Special Assessments						
Charges for Services	132,659		26,960			159,619
Fines, Licenses, & Permits	84,811					84,811
Miscellaneous	176,666	675	4,989			182,330
TOTAL RECEIPTS	3,455,247	58,876	31,949			3,546,072
DISBURSEMENTS	EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
Current:						
Security of Persons & Property	1,133,649	175,685				1,309,334
Public Health Services	6069					6,069
Leisure Time Activities	12,813					12,813
Community Environment	1725					1,725
Basic Utility Services	290,562					290,562
Transportation	282,918					282,918
General Government	875,798	868				876,666
Personal Services						
Travel Transportation			56,501			56,501
Contractual Services			2,105			2,105
Supplies and Materials						
Capital Outlay	132,317					132,317
Debt Service	139,403					139,403
TOTAL DISBURSEMENTS	2,991,316	176,553	58,606			3,226,475
Total Receipts over/(under) Disbursements	463,931	(117,677)	(27,157)			319,097
	OTHER FINANCING SOURCES/(USES)		NON-OPERATING REVENUES/(EXPENSES):			
Local Taxes			112			112
Intergovernmental Revenues			10,740			10,740
Proceeds from Sale of Debt						
Sale of Bonds						
Sale of Notes						
Other Proceeds						
Miscellaneous						
Sale of Fixed Assets						
Other Sources/Nonoperating Rev.						
Transfers-In		118,725	8850			127,575
Advances-In						
Transfers-Out	(127,575)					(127,575)
Advances-Out						
Debt Service						
Other (Uses) Nonop. Expenditures	(24,942)	(180)				(25,122)
TOTAL OTHER FIN. SOURCES/(USES)	(132,517)	118,545	14,702			(14,270)
Excess Receipts and Other Financing Sources Over/(Under)						
Expend. Disb. & Other Uses/Net	311,414	868	(7455)			304,827
Fund Cash Balance January 1	705,840	14,19	25,448			733,207
Fund Cash Balance December 31	1,017,254	2787	17,993			1,038,034
Reserve for Encumbr. December 31	201,545					201,545
Summary of Indebtedness	OUTSTANDING Jan 1, 1997	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1997	Treasury Balance	322,260
Mortgage Revenue					Investments	757,581
GO Bonds					Cash on Hand	
GO Notes		312,685		312,685	Total Treasury Balance	1,081,851
Revenue Anticipation Notes					Outstanding Checks	43,817
U.V.D.A. Loans					TOTAL BALANCE	1,038,034
Industrial Dev. Bonds						
Other Bonds & Notes	880,000		80,000	800,000		
TOTAL	880,000	312,685	80,000	1112,685		

Memoranda Data:  
Assessed Valuation  
Property Tax Levies:  
Inside 10 Mill  
Outside 10 Mill  
Municipal Income Tax  
Estimated Population  
Federal Census Population

277,166  
235,998  
2016 1,449,568  
9616  
9616

I certify the following report to be correct and true, to the best of my knowledge.

Daniel T. Murphy 3/27/98 AUDITOR  
(Chief Fiscal Officer Sign Above) (Date) (Chief Fiscal Officer Title)

3814 HARRISON AVE. CHEVIOT 45211  
(Street Address) (City or Village) (Zip)

DANIEL T. MURPHY (513) 661-2700  
(Print or Type Name) Telephone

## RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

## TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Kluesener 9-15-99  
SIGNATURE DATE

Washington Ave. 200' S of Madison

11120 Kenwood Rd.  
Cincinnati, Ohio 45242

Site Code : 000000000000  
Start Date: 08/28/95  
File I.D. : 9506706A  
Page : 1

Direction 1

Begin Time	Mon. 08/28	2-way	Combined Total	Each * Equals 25 Vehicles
12:00	08/28	0 17	17	x
01:00		0 15	15	x
02:00		0 4	4	
03:00		0 5	5	
04:00		0 7	7	
05:00		0 13	13	x
06:00		0 75	75	xxx
07:00		0 203	203	xxxxxxxx
08:00		0 193	193	xxxxxxxx
09:00		0 213	213	xxxxxxxx
10:00		0 217	217	xxxxxxxx
11:00		0 239	239	xxxxxxxx
12:00 pm		0 277	277	xxxxxxxx
01:00		0 256	256	xxxxxxxx
02:00		0 288	288	xxxxxxxx
03:00		0 272	272	xxxxxxxx
04:00		0 326	326	xxxxxxxx
05:00		0 341	341	xxxxxxxx
06:00		0 300	300	xxxxxxxx
07:00		0 263	263	xxxxxxxx
08:00		0 207	207	xxxxxxx
09:00		0 158	158	xxxxxxx
10:00		0 75	75	xxx
11:00		0 42	42	xx
Totals		0 4008	4008	
AM Peaks		11:00 239	04:00 341	
PM Peaks		05:00 341	01:00 239	

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Kluesener 9-19-97  
SIGNATURE DATE



DAVID W. VOSS  
Chief of Police

## Police Department

3814 Harrison Ave. Cheviot, Ohio 45211  
Telephone: (513) 661-2700 Fax: (513) 661-2129



September 6, 1995

To: City Engineer Mark A. Kluesener

From: Chief David W. Voss *Chief David W. Voss*

Re: Widening of Washington Avenue

Unsafe conditions exist due to the narrow width of Washington Avenue between Smith Road and Washington Avenue. Prior studies conducted by this department and your office have concluded that the section of Washington Avenue between Homelawn Avenue and Smith Road is too narrow in width. Vehicles are required to go left of center on occasion due to the on-street parking restricting their lane of travel. It is a high traffic area and the situation is worsening due to continuing growth in the contiguous area.

It is imperative that funding be obtained to widen this narrow section of Washington Avenue. This section of roadway should be widened to bring it in compliance with the minimums required by the Hamilton County Subdivision Regulations. With widening, this section of roadway will be able to safely accommodate two-way traffic and on-street parking.

If you have questions, don't hesitate to call me. Your assistance with this matter is appreciated.



3814 HARRISON AVENUE  
CHEVIOT, OHIO 45211  
(513) 661-2700

DEPARTMENT OF SAFETY  
DIVISION OF FIRE  
CITY HALL

DONALD CLARK  
FIRE CHIEF

September 5, 1995

To: City of Cheviot Engineer  
Mark Kluesener  
CDS Associates, Inc.  
11120 Kenwood Rd  
Cincinnati Ohio

From: City of Cheviot Fire Division  
Chief Donald B. Clark  
3814 Harrison Ave  
Cheviot Ohio 45211

Re: 4000 Block of Washington Ave

Dear Mr. Kluesener:

It has been brought to my attention the continuing problems of the narrow lanes on this block of Washington Ave. On the 4000 block of Washington Ave the street narrows and parking is allowed on the West side of the street. During several emergency responses our vehicles have had more than usual problems getting thru traffic. There is not enough room for our Fire vehicles, parked vehicles, and other traffic.

I would hope that consideration for widening this street will be in the near future. If you have any questions that I can help with, please feel free to call my office.

Sincerely;

Donald B. Clark

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	_____
Fair	<u>  X  </u>	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Concrete curbs are badly deteriorated and have little remaining reveal due to past overlays and are in need of complete replacement. Existing asphalt surface is deteriorated with numerous areas of alligator cracking and some rutting in the driving lanes and joint deterioration in the concrete base pavement. Washington Avenue is in excess of 50 years old. It was last resurfaced in 1973. The 25' width between Homelawn and Smith is insufficient to provide two-way traffic plus a parking lane posing a hazard to both moving and parked vehicles and their occupants. See attached letter from Police and Fire Departments. From Homelawn to Harrison, the width is 40' and from Smith to the Boulevard the width is 25' with no parking.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

  2   weeks months (Circle one)

Are preliminary plans or engineering completed?	Yes	<u>No</u>
Are detailed construction plans completed?	Yes	<u>No</u>
Are all right-of-way and easements acquired? *	Yes	No <u>N/A</u>

\* Please answer the following if applicable:

No. of parcels needed for project:   0   of these, how many are Takes   0  ,  
Temporary   0  , Permanent   0  .

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed	Yes	<u>No</u>	N/A
---	-----	-----------	-----

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed Construction Plans - 4 months. Utility coordination concurrent with detail plans. Time based on schedule contained in OPWC Application.

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Widening the pavement between Homelawn and Smith from 25' to 31' will provide adequate width for two-way traffic plus parking. This will enhance the safety of that section of roadway (see enclosed letters from the Police and Fire Departments). For the remainder of the roadway it is not anticipated that the completed project will have a significant adverse or beneficial impact on the overall safety, or health of the service area or on the response time of emergency vehicle equipment.

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal \_\_\_\_\_% ODOT \_\_\_\_\_% Local   X   10% %  
MRF   X   30% OWDA \_\_\_\_\_% CDBG \_\_\_\_\_%

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban \_\_\_\_\_ Other Ban   X   \_\_\_\_\_  
(specify)  
No Ban

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No   X   \_\_\_\_\_

In 1991, the City of Cheviot passed Ordinance #1502, updating a previous ordinance, restricting truck traffic over 10 tons G.V. W. to designated "truck routes" through the City except for the purpose of making pick-ups, deliveries, service calls, etc. Washington Avenue was not previously, nor is it now, one of the designated "truck routes".

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

Daily Users = 4,008 VPD x 1.2 = 4,810

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X

No \_\_\_\_\_

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Washington Avenue is a direct connector between Westwood Northern Boulevard and Harrison Avenue for north-south traffic. It is used by Cheviot residents to access the Boulevard and by-pass the Harrison Avenue business district and conversely by Green Township residents to access Cheviot's commercial area. The other north-south roads in this proximity do not directly connect these two arterials.

- 9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_

Proposed LOS \_\_\_\_\_

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes \_\_\_\_\_ No   X  

Is yes, what user fees and/or assessments will be utilized?

\_\_\_\_\_

11) How will the proposed project enhance economic growth? (Please be specific) \_\_\_\_\_.

The Washington Avenue Improvements project is not anticipated to have any direct, measurable impact on the economic growth of the City of Cheviot.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

\$5.00 Permissive Motor Vehicle License Fee

3 mil Road Levy (see enclosed documentation).

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# ADDITIONAL SUPPORT INFORMATION

## PRIORITY LISTS OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: CITY OF CHEVIOT

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>WASHINGTON AVENUE IMPROVEMENTS</u>
2	<u>APPLEGATE AVENUE IMPROVEMENTS</u>
3	<u></u>
4	<u></u>
5	<u></u>

**SCIP/LTIP PROGRAM  
ROUND 14 - PROGRAM YEAR 2000  
PROJECT SELECTION CRITERIA  
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: City of Chavut

NAME OF PROJECT: WASHINGTON AVENUE

**SCIP**

FIELD SCORE: 337

APPEAL SCORE: \_\_\_\_\_

FINAL SCORE: \_\_\_\_\_

**LTIP**

FIELD SCORE: 231

APPEAL SCORE: \_\_\_\_\_

FINAL SCORE: \_\_\_\_\_

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	<u>28</u> Homeland	SCIP	<u>20</u>	X	<u>5</u>	=	<u>100</u>
23 - Critical							
20 - Very Poor	<u>Homeland to</u>	LTIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
17 - Poor	<u>20</u>						
15 - Moderately Poor							
10 - Moderately Fair							
5 - Fair Condition							
0 - Good or Better							

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? Police: Fire reports about width of street w/ Parker

25 - Highly significant importance	SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>10</u>	X	<u>4</u>	=	<u>40</u>
10 - Minimal importance						
0 - No measurable impact						

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

- 5) Will the completed project generate user fees or assessments?  
 10 – No  
 0 – Yes
- SCIP 10 X 5 = 50  
 LTIP 10 X 0 = 0

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).  
 10 – The project will directly secure significant new employers  
 7 – The project will directly secure new employers  
 5 – The project will secure new employers  
 3 – The project will permit more development  
 0 – The project will not impact development
- SCIP 0 X 0 = 0  
 LTIP 0 X 4 = 0

- 7) Matching Funds - LOCAL  
 10 - This project is a loan or credit enhancement  
 10 – 50% or higher  
 8 – 40% to 49.99%  
 6 – 30% to 39.99%  
 4 – 20% to 29.99%  
 2 – 10% to 19.99%  
 0 – Less than 10%
- SCIP 2 X 5 = 10  
 LTIP 2 X 1 = 20

- 8) Matching Funds - OTHER  
 10 – 50% or higher  
 8 – 40% to 49.99%  
 6 – 30% to 39.99%  
 4 – 20% to 29.99%  
 2 – 10% to 19.99%  
 1 – 1% to 9.99%  
 0 – Less than 1%
- SCIP 6 X 2 = 18  
 LTIP 6 X 5 = 30

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)  
 10 - Project design is for future demand.  
 8 - Project design is for partial future demand.  
 6 - Project design is for current demand.  
 4 - Project design is for minimal increase in capacity.  
 2 - Project design is for no increase in capacity.
- SCIP 4 X 0 = 0  
 LTIP 4 X 10 = 40

*adding width minimal incres - from 25' to 31*

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP 5 X 5 = 25  
 LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP } \underline{4} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP } \underline{4} \times \underline{1} = \underline{4}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP } \underline{8} \times \underline{2} = \underline{16}$$

8 Points

6 Points

$$\text{LTIP } \underline{\quad} \times \underline{0} = \underline{\quad}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP } \underline{4} \times \underline{2} = \underline{8}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP } \underline{4} \times \underline{5} = \underline{20}$$

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP } \underline{5} \times \underline{5} = \underline{25}$$

3 - One of the above

0 - None of the above

$$\text{LTIP } \underline{5} \times \underline{5} = \underline{25}$$

## ADDENDUM TO THE RATING SYSTEM

### General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

### Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

#### Definitions:

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

### Criterion 2 – Safety

#### Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***))

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 3 – Health

#### Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

#### Definitions:

**Directly secure significant new employers:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employers:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employers:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

#### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

## **Criterion 9 – Alleviate Traffic Problems** - continued

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.